



WORKING PAPER

TENTH SESSION OF THE STATISTICS DIVISION

Montréal, 23 to 27 November 2009

Agenda Item 4: Airport traffic data

REVIEW OF AIRPORT TRAFFIC DATA

(Presented by the Secretariat)

SUMMARY

Since 1960 ICAO has been collecting airport traffic data for the major international airports in each Contracting State. In order to assess the development of the air transport system as a whole, the Fourteenth Meeting of the Statistics Panel (STAP/14) has recommended an additional selection criteria to extend this data collection to cover all airports with a large domestic traffic component. Also, because of differences with ACI in the definition for commercial air transport with respect to air taxis, STAP/14, recommended to consider identifying their operations so that ICAO and Contracting States can compare the individual airport traffic data reported to the two organizations. Finally, this paper suggests to that the Division recommends the collection of scheduled and non-scheduled airport O-D traffic data for the reporting airport.

Action by the division is in paragraph 6.

1. INTRODUCTION

1.1 The collection of airport traffic data through Air Transport Reporting Form I was started in ICAO in 1960. From the very beginning, this data collection has been limited to the main international airports. For forecasting and infrastructure planning there is a need to look at air transport as a whole system rather than just its international component as significant changes in one may have an impact on the other. Also, by limiting the present data collection to those airports with a large international traffic component there is a risk that other important airports are not covered by the current ICAO selection criteria, as it is the case for example, for the Tokyo-Haneda Airport. Therefore, it would be desirable to extend the collection of airport traffic data to cover airports in each Contracting State which have a major domestic traffic component, being data pertaining to which States are not required to report under the present selection criteria.

2. REPORTING SELECTION CRITERIA

2.1 This basic selection criteria for Form I has to be considered in the historical context of 1960 when data processing was still a manual operation. Consequently, there was a need to limit these data to the main international airports of a State. Currently, in viewing the electronic transmission and loading of data and low computer storage costs, the volume of data to be handled should no longer be a constraint.

2.2 The current selection criteria states that with regard to each airport open to international commercial traffic within their territories Contracting States should report traffic statistics for:

- a) a principal airport having combined traffic of at least 90 per cent of the total international commercial traffic units¹ (scheduled and non-scheduled) of all airports of the State; or
- b) an airport having no less than 1 000 international traffic units in a year, whichever is less restrictive.

2.3 During the Ninth Meeting of the Statistics Division (STA/9) the original criteria (a) was modified by including (b) above in order to cover large regional airports for major Contracting States which fell outside the 90 per cent rule.

2.4 In order to obtain additional data on major airports which have only or largely domestic operations, based on brief analysis carried out by ICAO of the scheduled operations of air carriers for 2008, the Secretariat has suggested that criteria similar to (a) above, be included in the case of all those airports having combined traffic of at least 90 per cent of the total commercial traffic units (scheduled and non-scheduled) of all airports of the State.

2.5 *Recommendations of the Fourteenth Meeting of the Statistics Panel (STAP/14-3a):* The Panel noted that, for States with a relatively large number of airports, a 90 per cent threshold could significantly increase the number of airports to be reported. The panel therefore recommended to reduce the threshold from 90 to 80 per cent of the total commercial traffic units (scheduled and non-scheduled) of all airports of the State which were not selected under the criteria for international airports be reduced. (shown above). The proposed text of the new selection criteria which will appear in Form I is shown in Appendix A.

3. DEFINITIONS

3.1 The Secretariat reviewed the definitions used in Form I for consistency with those used by Airports Council International (ACI) and with the aviation activities discussed in STA/10-WP/7.

3.2 Compared with ICAO, ACI uses an abbreviated form for its data collection, since some of the items shown in Form I have been aggregated. Consequently, the equivalent sum of the figures submitted to ICAO should compare with those published for the same airport by ACI. However, one item reflecting a difference is that regarding the data for air taxis. ACI places these data under General Aviation and other movements, whereas for ICAO air taxis fall under commercial non-schedule

¹ A traffic unit is equivalent to 1 000 passengers or 100 tonnes of freight or mail; direct transit traffic is not taken into account for this purpose.

operations. In the current ICAO definition this is implied², but is not specifically stated. Also, with regard to *all other movements*, the current definition³ appears to have omitted “pleasure flying”.

3.3 *Recommendations of the Fourteenth Meeting of the Statistics Panel (STAP/14-3 b)*: The panel recommended that the definitions of non-scheduled operations be modified by explicitly identifying air taxis (and commercial business flights⁴, and including pleasure flying under the definition of other aircraft movements.

4. SEGMENTATION OF DATA COVERED

4.1 Form I requests traffic data to be split into:

- A – Commercial air transport
 - International scheduled
 - International non-scheduled
 - Domestic scheduled and non-scheduled

- B – All other movements

4.2 As indicated above, ICAI is in conflict with ACI on where data for air taxis are to be included. In order to make it easier for ICAO, Contracting States and other users should compare both sets of data, and it is suggested that the data for air taxis (and commercial business flights) be included in the figures reported for international and domestic non-scheduled operations.

4.3 Also, from the point of view of infrastructure forecasting and planning, it is important to differentiate air taxis from other non-scheduled operations because they may contribute a significant number of movements but reflect the carriage of a relatively low volume of traffic. In addition, their cumulative impact on the environment maybe significantly less than that just one of the larger jet aircraft which are generally used in non-scheduled operations.

4.4 *Recommendations of the Fourteenth Meeting of the Statistics Panel (STAP/14-3c)*: The panel noted that it is important to collect air taxi data despite the fact that statistics on passengers in this category are very difficult to obtain. It was also noted that States differed with each other as to how air taxis were defined and their understanding of air taxis operations differed from one State to another. The definition of air taxi revenue flights recommended by the Panel is contained in the Recommendation STAP/14-9 to be reviewed under STA/10-WP/7.

4.5 The Panel also recommended that data be collected in regard to air Taxi operations (and commercial business flights). It is suggested that in order not to overburden States with changes in the monthly reporting forms, these data be identified separately in the annual Form I-S. Appendix B shows how this Form could be modified to meet this requirement.

² International non-scheduled services cover movements of passengers (and loads) of international charter and special flights other than those reported under scheduled flights, performed for remuneration on an irregular basis including empty flights related thereto, inclusive tours other than those reported under scheduled services, and blocked-off charters.

³ Covers all aircraft movements, other than those of commercial air transport. Includes commercial activities such as crop dusting, aerial photography, pilot training (at training schools) and business and executive flying, as well as the movements of military aircraft.

⁴ Commercial business flights would also be covered under this definition if Recommendation STAP/14-9 discussed in WP/7 is approved by the division.

5. COLLECTION OF ORIGIN AND DESTINATION (O-D) DATA

5.1 At present, ICAO collects on-flight origin and destination data (OFOD) for international scheduled operations through Form B. In STA/10-WP/8, the Division on the recommendation of the panel (Recommendation STAP/14-16 c) is invited to consider the inclusion of traffic data on non-scheduled services in Form B. In which, States report data by air carrier or group of air carriers. One of the problems with this is that ICAO cannot assess the complete traffic flow to and from a city unless it receives data for all the air carriers operating to/from that city.

5.2 Many Contracting States have airport traffic data by origin and destination (O-D). These data represent the backbone of any methodology intent on producing traffic forecasts differentiated by route groups and markets. Even though the traffic reported in Form B and traffic reported for airports are not identical, the possibility to access airport O-D traffic figures would allow ICAO to validate, and where necessary, complement the data submitted under Form B. This information is needed to fulfil the demand for new traffic forecasting activities in ICAO.

5.3 *Recommendations of the Fourteenth Meeting of the Statistics Panel (STAP/14-3 d):* Following a discussion on this issue the Panel agreed that O-D airport data should be collected. However it recognized that these data are not widely available. Hence it suggested that, in the first instance, ICAO should only collect airport traffic data for a flight from take-off to its first landing (excluding technical stops), recognizing that the data collected this way will not show O/D traffic data, but rather the traffic on-board an aircraft for all scheduled and non-scheduled non-stop flight stages arriving and departing to/from the reporting airport.

6. ACTION BY THE DIVISION

6.1 The division is invited to recommend that with respect to Air Transport Reporting Form I — Airport traffic, ICAO should:

- a) extend the collection of airport data to domestic traffic by establishing the threshold limit for the traffic to be considered at 80 per cent of the total commercial traffic units (paragraph 2.5 and Appendix A);
- b) modify the definitions of non-scheduled operations by explicitly identifying air taxis (and commercial business flights), and including pleasure flying under the definition of other aircraft movements (paragraph 3.3);
- c) consider identifying the movements data for air taxis (and commercial business flight) which are reported under non-scheduled operations (paragraph 4.5 and Appendix B); and
- d) collect international scheduled and non-scheduled O-D traffic data for the reporting airport. However, if such data were not widely available ICAO should consider collecting traffic data for all non-stop flight stages arriving and departing to/from the reporting airport (paragraph 5.3).

APPENDIX A

PROPOSED REVISED REPORTING INTRUCTIONS AND DEFINITIONS FOR AIRPORT TRAFFIC - FORM I

General

This form is to be used by ICAO Contracting States to report traffic statistics for each of their airports that is open to commercial traffic. A separate Form I is to be filed regularly for:

- a) each of a State's principal airports having combined traffic of at least 90 per cent of the total international commercial traffic units (scheduled and non-scheduled) of all airports of the State; or
- b) each of a State's airports having no less than 1 000 international traffic units in a year, whichever is less restrictive.

In addition, a separate Form I should also be filed with regard to each principal airport to a State having combined traffic of at least 80 per cent of the total commercial traffic units (scheduled and non-scheduled) of all airports of the State which were not selected under the criteria for international airports above.

Commercial air transport

International non-scheduled (Item 2). Report under this item the aircraft movements (and loads) of international charter and special flights other than those reported under scheduled flights, performed for remuneration on an irregular basis including empty flights related thereto, air taxi operations (and commercial business flights), inclusive tours other than those reported under scheduled services, and blocked-off charters.

Domestic scheduled and non-scheduled (Item 4). Report under this item both the scheduled and non-scheduled services of commercial air transport operators only, including air taxi operations (and commercial business flights).

All other movements

Report here all aircraft movements, other than those of commercial air transport. Include commercial activities such as crop dusting, aerial photography, pilot training (at training schools), as well as non-commercial business and pleasure flying and the movements of military aircraft. Although not required, States may report the number of passengers, embarked and disembarked, who are associated with "other movements".

APPENDIX B

PROPOSED CHANGES TO AIRPORT TRAFFIC - FORM I-S

REPORTING INSTRUCTIONS

A. Commercial air transport:

1. International scheduled
2. International non-scheduled
3. Total international (1+2)
4. Domestic scheduled and non-scheduled
5. Total commercial air transport (1+2+4)
6. All-freight/mail services ¹
7. Air taxi (and commercial business) operations ²

B. All other movements

¹ This traffic is to be included also under Items 1 to 5 (see the reporting instructions).

² This traffic is to be included also under items 2 to 5 (see the reporting instructions)

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